

Amendments to the Specification:

Please replace paragraph [0056] with the following amended paragraph:

[0056] Furthermore, the member 12 may be angled depending on the type of vehicle being driven. For example, FIG. 3 illustrates the member 12 as being generally vertical for use in stock car racing wherein the driver is seated generally upright, and also indicates by reference line 38 that the upper section ~~[[24]]~~ 22 may be angled β forward for use with formula one racing wherein the driver is seated in a more reclined position.

Please replace paragraph [0079] with the following amended paragraph:

[0079] Referring to FIGS. 11-13, another embodiment of a restraint device 300 is illustrated. The device 300 comprises a member 12 having lateral extensions 28, tether ~~[[24]]~~ 14 and optional shoulder straps ~~[[14]]~~ 20, each of which are as described above.

Please replace paragraph [0082] with the following amended paragraph:

[0082] Referring to FIG. 14, a restraint device 400 is illustrated showing that any of the above embodiments may be combined in order to provide additional anchorage. The device 400 comprises a member 12 having lateral extensions 28, tether 14 and optional shoulder straps ~~[[14]]~~ 20, each of which is as described above. Furthermore, the device 400 includes straps 18, 102, 202, 302 in accordance with the respective previous embodiments.

Please replace paragraph [0089] with the following amended paragraph:

[0089] Upon a collision, particularly a frontal or angular frontal collision, the driver continues forward, relative to the seat assembly, as the belts of seat belt assembly initially stretch against the load then restrains forward movement of the driver's torso. The member 12, being carried forward with driver, maintains the allotted amount of relative movement between the head and torso that was provided during normal operation of the

vehicle. That is, the driver's head continues a short distance forward and [[beings]] begins to pivot downwards, before any slack in the tether 14 is taken up. The tether 14, once in tension, opposes continued forward movement and downward rotation of the driver's head by transferring loads through the restraint device 10 to the anchor. Accordingly, by controlling the driver's head, the likelihood of injury to the driver is decreased. As it will be appreciated by those skilled in the art of high-performance vehicle safety devices, the various embodiments described herein each function in this manner. That is, forward movement and downward rotation of the driver's head is opposed by transferring loads through the restraint device (tether, member and strap) to the anchor (for example, the driver, his torso, waist, legs, and/or seat belt assembly).